



## CPWG16 – Ottawa, December 2013





# Isavia update

- Traffic figures
- Edmonton AIDC
  - Implemented September 9<sup>th</sup>
  - Oceanic clearances now starts at the Edmonton/Reykjavik boundary
  - BIRD Notam A0227/13

# Isavia update

- **BIRD NOTAM – A, no. 0227/13:**

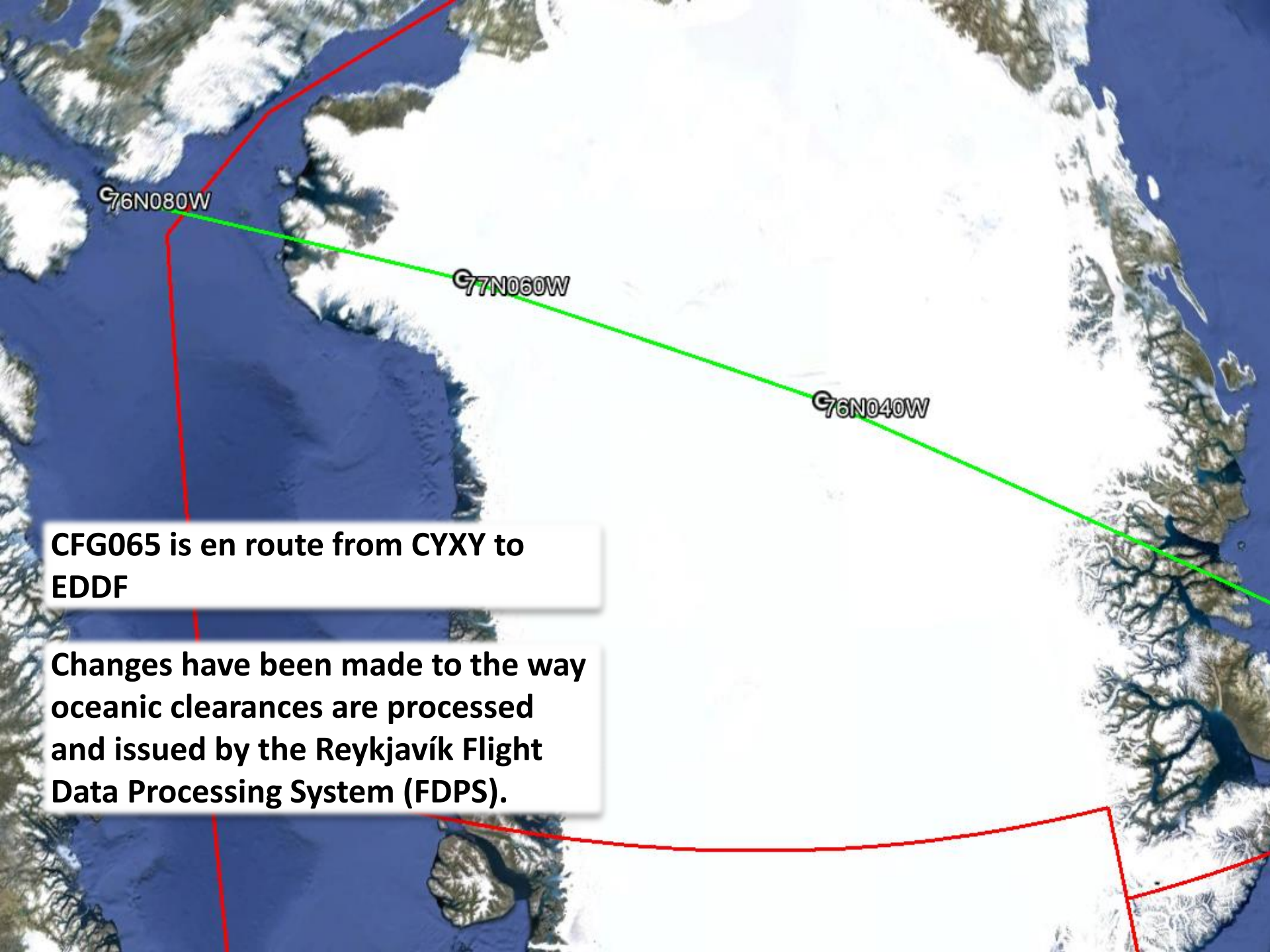
*REGARDING OCEANIC CLEARANCES ISSUED BY REYKJAVIK CONTROL.*

*BECAUSE OF COMPLICATIONS ASSOCIATED WITH THE RECENT ADOPTION OF AUTOMATED COORDINATION PROTOCOLS BETWEEN REYKJAVIK AND EDMONTON THERE IS A NEED TO START THE ROUTE IN THE OCEANIC CLEARANCE AT THE EDMONTON/REYKJAVIK BOUNDARY.*

*IN THE ABSENCE OF A NAMED BOUNDARY CROSSING POINT, REYKJAVIKS OCEANIC CLEARANCE WILL SPECIFY THE LAT/LONG AT WHICH THE BOUNDARY SHOULD BE CROSSED ON THE FLIGHT-PLANNED ROUTE. DUE TO DIFFERENCES IN ALGORITHMS, THESE CALCULATED POINTS MAY DIFFER SLIGHTLY FROM THE AVIONICS-CALCULATED FIR BOUNDARY.*

*THE SYSTEM CALCULATED LAT/LONG BOUNDARY CROSSING POINT IS IDENTIFIED AS AN ENTRY POINT CHANGE IN THE OCEANIC CLEARANCE MESSAGE. A POS REPORT IS REQUIRED.)*



A satellite map of the North Atlantic Ocean. A red line represents a flight route starting from the left, passing through the point 76N080W, and then curving south and east. A green line represents another flight route starting from the point 76N080W and extending northeast towards the point 76N040W. The map shows the icy terrain of Greenland and the surrounding ocean.

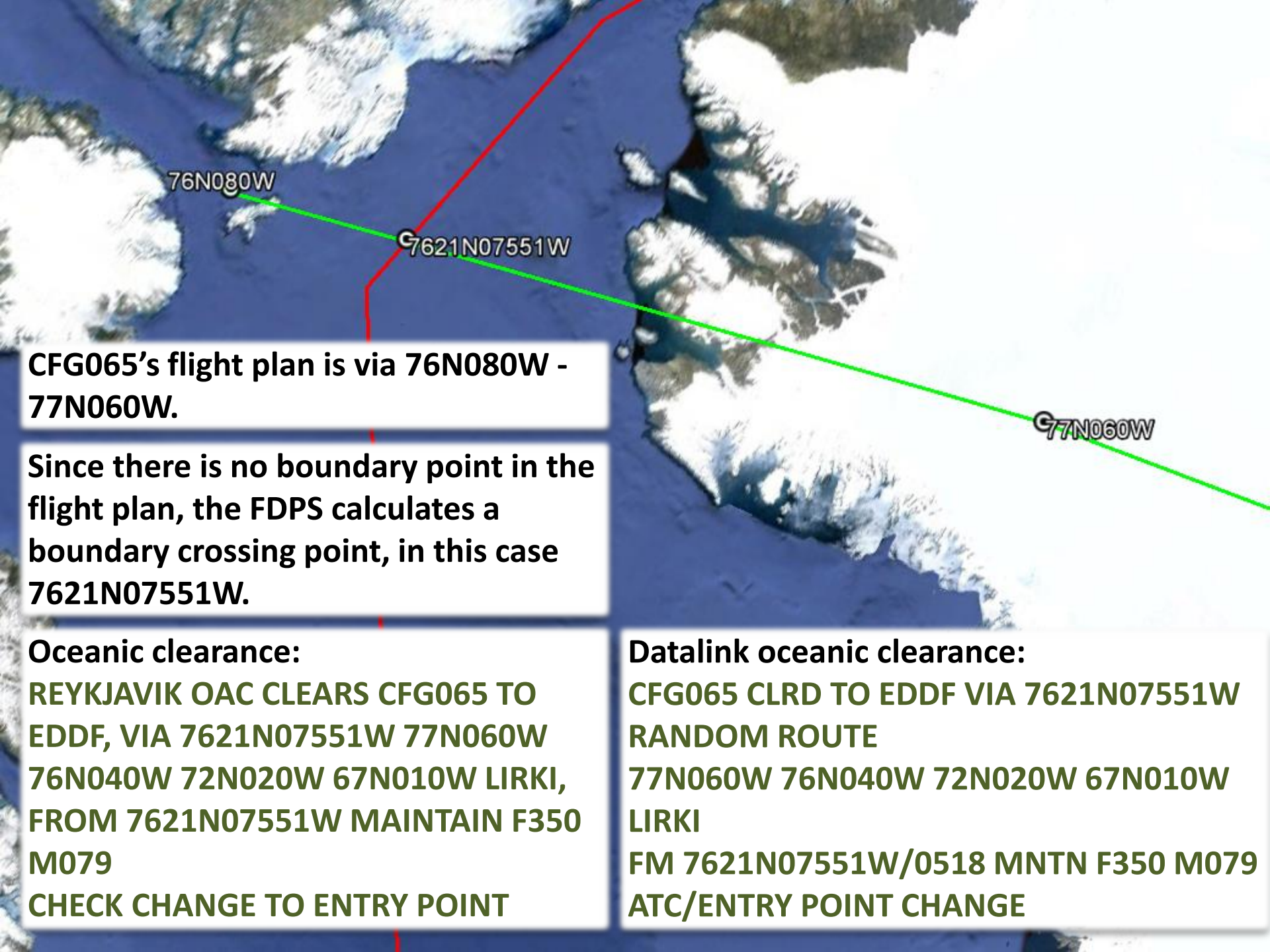
76N080W

77N060W

76N040W

**CFG065 is en route from CYXY to  
EDDF**

**Changes have been made to the way  
oceanic clearances are processed  
and issued by the Reykjavík Flight  
Data Processing System (FDPS).**

A satellite map of the North Atlantic Ocean. A red line represents a boundary, likely the North Atlantic Oceanic Area (OAC) boundary. A green line represents a flight path, starting at 76N080W, passing through 7621N07551W, and ending at 77N060W. The coordinates are marked with small circles and labels. The map shows the coastlines of North America and Europe, with snow-covered landmasses.

76N080W

7621N07551W

77N060W

**CFG065's flight plan is via 76N080W - 77N060W.**

**Since there is no boundary point in the flight plan, the FDPS calculates a boundary crossing point, in this case 7621N07551W.**

**Oceanic clearance:**

**REYKJAVIK OAC CLEARs CFG065 TO  
EDDF, VIA 7621N07551W 77N060W  
76N040W 72N020W 67N010W LIRKI,  
FROM 7621N07551W MAINTAIN F350  
M079  
CHECK CHANGE TO ENTRY POINT**

**Datalink oceanic clearance:**

**CFG065 CLRD TO EDDF VIA 7621N07551W  
RANDOM ROUTE  
77N060W 76N040W 72N020W 67N010W  
LIRKI  
FM 7621N07551W/0518 MNTN F350 M079  
ATC/ENTRY POINT CHANGE**



# **Volcanic Ash**

## ***International developments***

**November 2014; responsibility for VA avoidance will rest with the aircraft operator/aircrew.**

**Proposed ICAO amendments to PANS ATM para 15.8:**  
*...suggest appropriate re-routing to avoid areas of reported or forecast ash clouds when requested by the flight crew or deemed necessary by the controller...*

**Isavia view is that this amendment is not complete or clear. When ATS has passed all available information to the crew, the decision should rest with the pilot in command.**



# **Volcanic Ash**

## ***International developments***

**NAT ATMG and NAT IMG have started discussions on the way forward in regard to the future of the VA contingency plan and the regional VA exercises.**

**Given the uncertainty about the new approach, VA exercises in their current form may cease to be relevant.**



# ADS - B

